

<b>L Number</b>	<b>Hits</b>	<b>Search T xt</b>	<b>DB</b>	<b>Tim stamp</b>
<b>1</b>	<b>510</b>	<b>235/385.c ls.</b>	<b>USPAT; US-P PUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 14:37</b>
<b>2</b>	<b>431</b>	<b>235/384.ccls.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 14:37</b>
<b>3</b>	<b>3676</b>	<b>235/375.ccls.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 14:38</b>
<b>4</b>	<b>10</b>	<b>6085976.pn. 4947028.pn. 6097292.pn. 5917177.pn. 4277837.pn.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 14:58</b>
<b>5</b>	<b>23048</b>	<b>card adj reader</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 14:58</b>
<b>6</b>	<b>0</b>	<b>smartpoint.as.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 14:59</b>
<b>7</b>	<b>1383</b>	<b>(card adj reader) and proximity</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 14:59</b>
<b>8</b>	<b>384</b>	<b>((card adj reader) and proximity) and travel</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 15:00</b>
<b>9</b>	<b>85</b>	<b>((((card adj reader) and proximity) and travel) and 235/\$.ccls.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 15:06</b>
<b>10</b>	<b>2</b>	<b>4661691.pn.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/21 15:11</b>

11	57	235/385.ccls. and travel	USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB	2003/02/21 15:12
12	127	235/384.ccls. and travel	USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB	2003/02/21 15:12
13	97	(235/384.ccls. and travel) and card	USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB	2003/02/21 15:12
14	27	((235/384.ccls. and travel) and card) and portable	USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB	2003/02/21 15:17
15	18455	705/\$.ccls.	USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB	2003/02/21 15:17
-	2	jp-09237297-\$.did.	USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB	2003/02/21 14:37

<b>L Number</b>	<b>Hits</b>	<b>Search T xt</b>	<b>DB</b>	<b>Time stamp</b>
<b>1</b>	<b>4</b>	<b>6101477.pn. 5864125.pn.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/22 12:03</b>
<b>2</b>	<b>1610</b>	<b>705/1.ccls.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/22 12:03</b>
<b>3</b>	<b>235</b>	<b>705/1.ccls. and travel</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/22 12:03</b>
<b>4</b>	<b>127</b>	<b>(705/1.ccls. and travel) and card</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/22 12:03</b>
<b>5</b>	<b>13</b>	<b>((705/1.ccls. and travel) and card) and 235/\$.ccls.</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/22 13:22</b>
<b>6</b>	<b>0</b>	<b>(6101477.pn. 5864125.pn.) and anonymous</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/22 13:22</b>
<b>7</b>	<b>0</b>	<b>(6101477.pn. 5864125.pn.) and ship</b>	<b>USPAT; US-PGPUB; EPO; JPO; DERWENT; IBM_TDB</b>	<b>2003/02/22 13:22</b>


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## Breaking News

### Smart Rail Travel

- ▶ Old fashioned commuter rail passes have been replaced by Suica smart cards by Japan's largest rail company, JR East, and since their introduction in November last year, more than 3.6 million out of 4.5 million passengers use them. The cards work by passing the card over a smart card reader, not that much different from inserting a fashioned ticket with a magnetic strip into a machine. The big difference is that the card can be "charged" with Yen, around 70 Euros, which means that the commuter does not, for example, have to stand in an expensive queue. Instead, the fare difference is automatically deducted from the card when the holder waves the card over the reader.

Suica cards are seen as "cool" by many younger Japanese travellers, and, as DoCoMo's i-mode mobile phone is quite easy to extract very small amounts of money where micropayment systems are in operation. For the Suica cards to be set up for use in supermarkets and convenience stores, where small financial transactions traditionally take place.

Smart cards as cash are not yet in widespread use. But Japan may well find itself ahead of the game. JR Rail East expects virtually all of its passengers to have converted to the new technology by the end of the year.

BBC/JR East/DoCoMo

⏪ back

back to top ↑